

None.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Loc. visited.
Capt. Karl VI	Austrian cruiser	6250	50	12,830	Captain Dredger	Nanking
Gueto	French gunboat	300	—	—	Lieut. A. Belley	Shanghai
Sus	French gunboat	—	—	—	Capt. Crespin	Canton
Penche	French gunboat	475	3	450	Commander Jourzet	Saigon
Angli	French gunboat	589	—	—	—	Canton River
geaud	French cruiser	4009	19	9000	Lieut. Fitte	Haiphong
meto	French gunboat	525	—	—	Capt. Lefebvre	Nanking
dicde	French gunboat	890	—	—	Commander Louet	Haiphong
Stearns	French flag-ship	8114	14	18,500	Commander Leamy	Shanghai
rsaint	French cruiser	3739	10	9000	Captain Fournet	Tonkin
on	French gunboat	1230	6	2200	Capt. Le Golluer	Woesung
cal	French gunboat	470	—	—	Capt. Lo Golluer	Tonkin
able	French cruiser	3888	14	8500	Capt. Bécs	Saigon
ix	French cruiser	9437	8	6071	Capt. Hurst	Yangtze
prine	French gunboat	1830	—	—	Captain Sados	Shanghai
tiang	French gunboat	629	2	900	Captain Bonetay	Shanghai
ulan	French cruiser	—	—	—	Capt. Vincent	Saigon
plant	French gunboat	—	—	—	Captain Morret	Shanghai
ero	French gunboat	400	4	441	Captain Biendel	Yangtze
ssard	German gunboat	1600	8	2900	Comdr. Villeneuve	Canton, Saigon
st Bismarck	German flag-ship	11,000	38	14,000	Comdr. von Basswitz	Kiautschow
tha	German gunboat	1600	8	—	Captain Friedrich	Hongkong
tha	German cruiser	6000	20	10,000	Comdr. Berger	Singapore
uar	German cruiser	6000	20	10,000	Capt. Fueseler	Shanghai
ualbe	German gunboat	1000	10	1300	Capt. Derzowski	Canton
er	German gunboat	800	10	1300	Lieut.-Commander Hallermund	Shanghai
erwaerts	German gunboat	850	10	—	Comdr. Wuthmann	Yangtze
ntia	German gunboat	1120	8	1600	Commander Hilbrand	Singapore
barbia	German gunboat	1600	8	1600	Comdr. Hoffmann	Nanking
ro Pol	German gunboat	900	10	1300	Comdr. Schrader	Bangkok
ruo	German gunboat	—	—	—	Comdr. von Weiss	Shanghai
re	German gunboat	—	—	—	—	Shanghai
re	Italian cruiser	2900	10	6843	Captain John Boe	Shanghai
re	Italian cruiser	4585	10	10,548	Captain Botti	Shanghai
re	Italian cruiser	4500	14	6820	Captain Zosi	Shanghai
re	Portuguese gunboat	720	—	—	Captain d'Azevedo	Macao
re	Portuguese gunboat	600	—	—	Capt. F. J. Barboza Leal	Hongkong.
re	Russian cruiser	9000	18	8000	Captain Sternmann	Singapore
re	Russian gunboat	610	6	732	Comdr. Guinter	Vladivostok
re	Russian cruiser	2600	5	4700	Comdr. Gramatikko	Port Arthur
re	Russian gunboat	1050	8	1150	Comdr. Zalevsky	Norokhang
re	Russian gunboat	1050	8	3500	Comdr. Kovalev	Port Arthur
re	Russian gunboat	1490	10	2600	Comdr. Kuznetsov	Shanghai
re	Russian battleship	12,384	44	14,500	Captain Jensen	Nagasaki
re	Russian gunboat	1000	6	1000	Comdr. Shunoff	Shanghai
re	Russian gunboat	1212	7	1500	Comdr. Novakovsky	Nanking
re	Russian gunboat	1224	7	1400	Commander Manuviet	Shanghai
re	Russian gunboat	6	1490	—	Comdr. Kuznetsov	Port Arthur
re	Russian battleship	19,674	15	14,500	Captain Koroleff	Nagasaki
re	Russian battleship	10,980	16	10,800	Captain Jakovlev	Port Arthur
re	Russian battleship	10,980	16	10,800	Captain Gerooff	Port Arthur
re	Russian cruiser	1334	10	1788	Comdr. Kvernarsky	Vladivostok
re	Russian protected cruiser	12,504	32	17,000	Captain Spolnikoff	Nagasaki
re	Russian protected cruiser	19,320	28	19,320	Capt. Matusevich	Nagasaki
re	Russian battleship	10,960	16	10,800	Captain Serbushoff	Port Arthur
re	Russian gunboat	950	—	1125	Lieut.-Comdr. Iranoff	Port Arthur
re	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
re	Russian cruiser	6500	27	20,000	Capt. Bahr	Port Arthur
re	Russian cruiser	500	9	3300	Comdr. Zaporozhny-Kissel	Port Arthur
re	Russian cruiser	1230	8	1194	Capt. Abensund	Port Arthur
re	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Manila
re	U. S. gunboat	1150	8	1600	Commander C. G. Bowman	Manila
re	U. S. gunboat	—	—	—	Lieut.-Comdr. J. M. Helm	Manila
re	U. S. gunboat	1800	—	—	Lieut.-Comdr. W. F. Hale	Manila
re	U. S. gunboat	1202	8	1983	Captain C. R. Ingelsoll	Manila
re	U. S.					

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MEMOS. FOR TO-MORROW.
Auction.
2.30 p.m.—Auction of Japanese Curios
at Messrs. Hughes & Hough's Sales
Rooms, Ice House Street.
Amusements.
9 p.m.—Performance in the City Hall.

General Memoranda.
MONDAY, January 12—
3 p.m.—Auction of Several Lots Nos. 1
to 19 for erection of Booths and Mut-
sheds, at North of the Grand Stand
Enclosure.
3 p.m.—Auction of Crown Lands at the
Public Work Department.

WEDNESDAY, January 14—
Noon.—Meeting of Shareholders of The
China-Borneo Co., Ltd., at the Com-
pany's Registered Office.
5.30 p.m.—Meeting of Edoth Mark
Lodge.
Goods per *Glenagie* not cleared on this
date subject to rent.

THURSDAY, January 15—
9 p.m.—Performance in the City Hall.
MONDAY, January 19—
6 p.m.—Meeting of Shareholders of The
National Bank of China, Ltd., at the
Bank's Premises.

THE UNLUCKY BOY
IS always getting his fingers burnt, his
hand cut or his shoulder sprained. His
parents should keep a bottle of Cham-
berlain's Pain Balm in the house. This is
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BLEND, a fine 'SODA'
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C.—ABERLOUGH-GLENLIVET 13.50.

D.—H.K.D. BLEND of the Finest
Old Malt SCOTCH WHISKIES 16.00.

A. S. WATSON & Co., Limited,
13th December, 1902.

The publication of this issue commenced
at 5.30 p.m.

The China Mail.

HONGKONG, THURSDAY, JANUARY 8, 1903.

THE members of the Hongkong General Chamber of Commerce are indebted to their Chairman (Hon. C. S. Sharp) for the carefully prepared speech he made at the recent meeting of the Chamber's Committee held to discuss the advisability of calling a general meeting of the members to consider the currency question. We have read carefully the authorised report of the Committee, and have arrived at the conclusion that there is an utter absence of convincing arguments against the adoption of a gold standard in Hongkong. Mr. Sharp spoke of the 'fearful' loss that would accrue by the demonetization of the present dollar currency, and proceeds to say that should China adopt gold as her currency standard Hongkong must follow her. So far as we can see China uses silver as an item in her currency, but has practically no standard at all. Whether this is good or bad for China, we are not prepared to say without hearing evidence on the point, but on the face of it, it does not appear to be beneficial to China, and if ever her financial condition be placed on a more satisfactory state than at present, then a reform of her currency and a fixed standard which shall have universal application within her own empire must be part of the scheme. Assuming that China adopts a gold standard, does Hongkong's position in respect to demonetized currency, become any better? Will not the evils which Mr. Sharp advances have become more acute, and will not the hardship be all the greater to the holders of local silver currency? Will the Colony's position, as apart from the individual, be any better by waiting for or following China? At present, the Colony raises its revenue in silver, but pays for its supplies through the Crown Agents in gold and pays official salaries on a fixed gold basis. Every fractional depreciation of silver involves the Colony in pecuniary loss, and adds to the burden of the taxpayer. The position, therefore, is that a large section of the community (officials excluded) has lost, is losing and is likely to lose because of the depreciation of silver and the consequent effects upon the local currency. The Colony has also lost and is likely to lose unless the currency is based on a gold standard. Some of the members of the Chamber's Committee hint at probable loss of trade should this be done; but none of them make it clear how the Colony's trade would be injuriously affected, although it is possible that the exchange banks and a few residents will not make the profits in Hongkong they are making under present conditions. The profits of those mediums of trade may be made somewhere on the mainland, but so far as the actual handling of cargo is concerned there is no clear or convincing statement as to how the trade is to forsake Hongkong. Making due allowance for the convenience afforded by the banks, we take it that the banks are here because of the trade and not that the trade is here because of the banks. We give the members of the Committee credit for absolute disinterestedness; but we cannot help thinking that their personal bias is influenced by their personal environment, and that they are not so able to arrive at a reliable decision as would an absolutely impartial Commission appointed from Home.

Mr. Sharp was very mild in his reference to the people who write to the newspapers advocating that 'something should be done' to save them from the evil effects of a steadily depreciating currency. His mildness suggests that he recognises the hardships inflicted upon those who made the demand. He says they suggest no remedy. In that he is mistaken. The remedy, in their opinion, is the readjustment of the currency standard. How the readjustment is to be effected in detail locally they do not venture a suggestion; and we do not see that their failure to do so is an argument against the readjustment. There is a feeling among the members of the Chamber that the question of the Hongkong currency should be enquired into by an expert Commission appointed by the Colonial Office, and that is a point which should not be made dependent on the Committee's personal opinions on the helplessness or otherwise of the Colony to escape from the present unsatisfactory state of affairs. Putting the purely

local question aside, however, it seems to us that some good might be done by co-operation within the British Empire to bring influence upon all the minting countries to adopt the same ratio, weight and fineness of gold and silver coins, on the decimal system. This is a much broader aspect of the question than is presented locally; but it is not outside the range of practical economics. International arbitration, undreamt of not so many years ago, is already an accomplished fact; international postal and telegraph agreements are not unknown; and it should not be impossible to establish an international currency agreement on the lines suggested in the article published by us in 1897 and reproduced in this issue. In the transactions of the local Chamber of Commerce, we observe, from time to time, letters from corresponding Chambers of Commerce asking for support for schemes propounded by them. We do not know that the Hongkong Chamber has ever originated anything or asked for universal support. Here is an opportunity for it to distinguish itself.

LOCAL AND GENERAL.

Football.
A friendly football match will be played on the Hongkong F.C. ground on Saturday, between the Hongkong F.C. and the V.R.C. The V.R.C. will play in colours and will be represented by the following:—Goal, J. H. R. Hanco; backs, G. Wilson and J. Wicheil; half-backs, R. Lapley (captain), E. R. Herton, and J. Ferguson; forwards, H. A. Soth, R. Henderson, A. Humphreys, H. S. Holmes and H. W. Sayer.

The Week of Prayer.
The Chairman at last night's meeting at Room 13, Beaconsfield Arcade, was Dr. J. C. Thomson, the subject being 'Home Missions and all Gospel work in the Colonies and outlying Settlements of all nations.' The leader was Rev. T. R. Pearce, of the London Mission. At to-night's meeting, the subject is 'Special Work among the Young, Families and Schools,' the leader being Rev. E. J. Anstey, R.N. To-morrow (Friday), the subject will be 'Nations and their Rulers.' Captain Brown will preside, and the leader will be Rev. J. H. France. The meetings are held from 5.15 to 6.15 p.m. The last meeting takes place on Saturday.

Variety Entertainment.
On Thursday, the 10th inst., an entertainment will be given in the City Hall in aid of the Soldiers' and Sailors' Home in Arsenal Street. From what we hear, it is evident that the show will be much above the average. The men of the ship *Albion* have performed at Edington, and have quite a reputation, and the Chinese jugglers and acrobats belong to a class seldom seen on the City Hall stage. It is needless to say that the object for which the entertainment is organised is well worthy of local support; but apart from this the excellence of the programme should be sufficient in itself to ensure the generous patronage of the public.

Quarantine in Dutch Colonies.
Mr. Drouze, Consul-General for the Netherlands, writes to us as follows under yesterday's date:—I have the honour to inform you that the Governor-General of Netherlands India has decreed that all ships or vessels arriving from Hongkong or having called at this port are subject to quarantine in the Netherlands-India to a quarantine often days from the date of departure from this port or since the last case of plague on board. Importation is temporarily prohibited of animal refuse, claws and hoofs, animal or human hair and bristles, hides which are untanned and which are salted or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port. Also it is temporarily prohibited to import from Hongkong into Netherlands-India tapestry and used embroideries unless they are transported as personal baggage or in consequence of change of residence.

The Club Lusitano.
Our Portuguese contemporary (*O Patriota*) of the 7th inst. contains correspondence relative to the expulsion from the Club Lusitano of Mr. A. G. Romano, the Portuguese Consul-General. Having, in the opinion of a section of the members, acted injuriously to the interests of the Club during the recent visit of the Portuguese Minister, Mr. Romano was twice called upon by letter to explain his conduct. No satisfactory replies having been received, Mr. Romano was summoned to attend a meeting of the Directors to give explanations, but he did not attend. The Directors thereupon unanimously expelled Mr. Romano, acting under Rule 42. On behalf of the Consul-General, Messrs. Deacon and Hastings have written the Directors saying Mr. Romano 'will take prompt steps against the Directors by way of injunction, or otherwise as he may be advised, and he will hold the Directors and Club responsible to him for all damages, costs and expenses,' and Messrs. Wilkinson and Grant have replied that they are willing, on behalf of the Directors and Club, to accept service.

LOCAL AND GENERAL.

Notes by the Way.
An interesting article on the late Mr. Commissioner Kerk will be found on Pages 2 and 3.

Mahini, who was the brainy man of the Filipino Insurrection, and Aguinaldo's chief secretary, refuses to take the oath of allegiance to the U.S. Government, and is still a prisoner in Guam.

In future, there will be three American admirals on the Asiatic station—Admiral R. D. Evans being chief, with Admirals Cosper and Stirling as his juniors. Admiral Evans will be relieved in March by Admiral Barker, two numbers above him in rank and until recently commandant of the New York Navy Yard.

Cholera in the Philippines.
During the past year, there were 120,974 cases of cholera in the Philippine Islands and 79,846 deaths—a mortality of 63 per cent.

Died Running Amok.
An Indian constable, who was lectured by a superior officer, ran amok in Kowloon, yesterday afternoon. In his agitation, he fired twenty shots from a revolver, by the last of which he was, himself, slain.

Pacific Cable.
It has been decided that the cable of the Pacific Commercial Cable Co. will connect San Francisco with Manila and then Manila with Shanghai. Hongkong is to be avoided, apparently, because of existing Conventions with the Eastern Extension Co.

Singapore Municipality.
The Singapore Municipal estimates for 1903 are published. The revenue is set at \$1,783,028. The outlay is given at \$1,751,148. The extra outlay out of loans includes \$143,475 on Kallang Valley Extension \$70,810 for Pools Hill Reservoir, and \$12,246 for completion of filters.

The Tung Loi Lane Collapse.
The inquiry into the collapse of Nos. 12 and 14 Tung Loi Lane on the 12th November was continued, to-day, at the Magistrate's Court by Mr. F. A. Hazeland and the following jury:—Messrs W. Goldstein, C. H. Blasen, and E. W. Terry. Mr. F. D. L. Bowley appeared for the Crown; and Mr. H. W. Looker on behalf of the contractors and shapers, the Wing Sing firm, and the architect, Messrs Leigh and Orange.

Alleged Robbery.
A boy was robbed of \$50, whilst sleeping on a junk which was lying, yesterday, off Fish-lans. He awoke, and found one of the passengers on the junk cutting the string which bound the basket containing his money and spare clothing. When the master of the junk was informed of the affair, a search was made, and on the person of one of the passengers a sum of money was found, which corresponded with the description given by the victim of the theft. The case is being investigated by the police.

Mortality in the French Army.
General Andre, speaking in the Senate recently, admitted that since the Treaty of Frankfurt in 1871, the deaths from disease in the French Army numbered 90,000, against 13,000 in the German Army. The mortality of the French Army was 21.74 per thousand per year, while the average mortality of the German Army was 7.4 per thousand per annum. The deaths which occurred in the French Army were chiefly due to typhoid and consumption.

Band at King Edward Hotel.
By kind permission of Col. Birdwood and Officers, the Band of the 10th Bombay Light Infantry will play the following selections during dinner on Friday night, from 7.30 to 9 p.m., at the King Edward Hotel:—
March 'The Scotch Brigade'. Arbuckle Valse. 'Blue Danube'. Strauss Selection. 'Pirates of Panama'. Sullivan Lancers. 'Connaught'. Godfrey Song. 'Promise of Life'. F. H. Cowen Valse. 'Sobre Las Olas'. J. Ross Barn Dance. 'Happy Dances'. Godfrey God Save the King.

The Siam-Japan Alliance.
The admixture of Malay blood in the Siamese crew of the warship of the latter nation now in Yokohama was in evidence on Thursday, 18th ult., after dark in a fierce fight which took place on the balcony between the police and some hundred or more of the men-of-war's men (reports the *Japan Advertiser*). As described to us by an eyewitness, an attempt to arrest one of the drunken sailors resulted in a tremendous onslaught upon the handful of officers, who, however, clung pluckily to their man, fought their way out of a veritable heap of their assailants, and conveyed him to the Water Police Station. This was followed by an attack upon the station with a volley of stones, while the infuriated crowd, not content with smashing the windows, brandished their long knives in most threatening fashion. Word being sent to the Central Station, a large force of police were soon upon the spot, and made short work of the rioters, some of whom were badly clubbed, while others rushed for their boats, a few seeking refuge in the Customs House or otherwise trying to elude the officers. Those arrested were afterwards sent off to their ship.

TELEGRAMS.

[REUTERS SERVICE.]

MISSION TO THE SHAH OF PERSIA.
LONDON, January 6, 1903.
Viscount Dorne has been appointed to the head of the Mission taking to the Shah the insignia of the Garzar.

CRICKET.
The Committee of the M. C. C. have approved of visiting the wicket by an inch, but have decided to ascertain the views of all the Counties and of the Australian and Philadelphian authorities before submitting the proposal to a General Meeting of the Club.

NEW AUSTRALIAN GOVERNOR.
Admiral Sir F. G. Bedford has been appointed Governor of Western Australia.

PASSAGE OF THE DARDANELLES.

The British Embassy at Constantinople has presented the Porte with a formal protest against the passage of four Russian destroyers through the Dardanelles in September, declaring it to be a violation of international treaties, and claiming, if occasion arise, the same privilege for British warships.

ST. ANDREW AT WEIHAIWEI.

A correspondent writes to the *Shanghai Mercury*:—
On the 29th of last month (November), our Scotch fellow residents, or, to be more correct, the members of the Weihaiwei St. Andrew's Society, invited their friends to a dinner given at the Queen's Hotel in honour of their patron saint, and with a Scotch Commissioner at the head of affairs, it is really remarkable what a number of Scotchmen we have in our small community! The large dining room at the Queen's Hotel was tastefully decorated with flags, etc., and at 8 o'clock about 60 persons sat down to dinner, the proceedings being alleviated by the strains of the Amphitrite's band, kindly lent for the occasion. His Honour the Commissioner (Mr. Stewart Lockhart) took the chair, and Major Bruce was Vice-Chairman. The company looked gay with the various regimental uniforms displayed, which included at least half a dozen kilts and among which I noticed those of the Royal Scots, Black Watch, Scots Guards, Gordon Highlanders, Coldstream and the K.O.S.B's. I am told that the South Sea Highlanders were also represented.

The Haggis was ushered in with due and ancient Scottish honours, by a Highlander whose costume attracted some considerable attention. This Highlander was none other than the Captain's Cox of H.M.S. *Amphitrite*. Unfortunately (?) he had left his kilt at home, but like the usual handy man he rose to the occasion and in a very short time he had made a complete suit of kilts (if that is the right expression) from a blanket, spum yarn, kerseene oil and a few odds and ends.

The Haggis was paraded round the room and placed before the Chairman, who was then presented with a quail filled with the usual Highland cream, which the Chairman seemed to take rather kindly. The Haggis was then placed before the V.C. (not Victoria Cross please, but Vice Chairman) where a similar performance was gone through. This completed the ceremony so far as the Haggis was concerned which was now served up to the various diners. In the meantime, we had a hasty game with the quail which was filled with the aforementioned Highland cream, and passed round to each person, but as the Chairman began and finished this game he of course won easily. The Hon. Sec. alone refused to join in this fun, and calls himself a Scotchman!

A number of toasts were drunk, and an item in the musical programme was the singing of 'The Doll's Law' with the exception of 'My Steward Lockhart'. The songs and musical items were without exception well rendered. The toasts were all drunk with Highland honours. By the way, I noticed that one killed warrior when called upon to drink with Highland honours stretched himself full length over the table, while yet another tried to do the honours by standing on his head. These are, I understand, peculiarities of their own particular Regiment. But I won't give their Regiment away. Due and well merited recognition was given for the valuable services rendered by the Hon. Sec., Mr. J. Williamson, to whom to a great extent the success of the evening was due. The proceedings were brought to a close shortly after midnight by singing 'Auld Lang Syne' and 'God Save the King' (I heard a faint voice asking for 'some sweet home'). The whole affair was such a grand success that our 'brither Scots' are now seriously thinking of having a Burns night.

Currency Question in Verse.

The following is a verse of a topical song sung at a smoking concert at Tangle on the other day:—
The Currency question's the latest furore,
I've no great objection to that.
Penny is for Gold and six Singapore,
And what's the objection to that.
There's none that I know of except the old wheeze,
That low silver is good for the wealthy Chinese.
And the white man's no interest compared
unto these,
And we've the greatest objection to that.

CHAMBERLAIN'S COUGH REMEDY
COUGHEN'S cough, relieves the lungs
and opens the secretions. It counteracts any tendency of 'Cold' to a result pneumonia. It is unequalled for bad colds. It always cures and cures quickly. For sale by All Dealers; WATSON'S Ltd., General Agents.

SILVER CURRENCY FOR CHINA.

The following contributed article is taken from the *Shanghai Mercury* of the 30th ult.:—

Hongkong did well lately in refusing when the proposition was made to adopt gold currency in that colony. The time has not yet come. China is still a silver country, and it would be dangerous for Hongkong to adopt a drastic policy which would suit her only if she were close to India like Ceylon. The position assumed by Hongkong is like that of the Hongkong and Shanghai Bank which has a silver and a gold reserve. In Feb., 1901, when the dollar rate was 2/1, the gold reserve of the Bank was ten million dollars and the silver reserve two million dollars. The Bank, under Sir Thomas Jackson's successful management, has a bimetallic reserve. A million was added to the silver reserve at that time, and the sterling reserve was invested in sterling securities. When the 1901 report of the same bank for August appeared, the silver reserve had risen to \$3,750,000 and the sterling remained at ten millions. From this circumstance, it is plain that the policy of the bank is to increase silver reserve. If so, then the Chinese government in Peking and the provinces would do well to hold firmly to a silver policy. By so doing, silver may rise again in price. It is still kept low to a discouraging extent by the spread of gold monetarism. In 1896, six years ago, the exchange value of gold was 32. It is now 44. Such is the effect of the action of the Indian government. Gold monetarism rules in London and is paramount in India. With the extension of gold currency in Germany, Japan, and India, the price of silver has been forced down.

The financial question of most importance in silver countries now is by what means the value of silver can be restored. It must be by increasing the demand. Can China with her great resources do anything to restore her currency to a satisfactory position? She can. The spirit of gold monetarism was shown to be pitiless by the answer given to the Chinese government when a request was made to the representatives of the Indian government to allow the indemnity of 400 millions to be paid in silver. They knew that gold was rising, and they insisted that the indemnity must be paid in gold. The Chinese Government would have been able to propose to raise the value of silver by the introduction of silver cash in place of copper cash. Copper is heavy and dear. Silver is lighter, and being now scarce, the opportunity is given to make it in cash that may be strung together in parcels of a hundred, or fifty, as may be found convenient. The larger cash made of copper may be called in and sold at a profit. If the government does not take this step, unprincipled persons will do it for their own profit; another method which should be adopted by the Chinese Government to increase the demand for silver is to increase the demand for silver in every province without further delay. Foreign capital should be employed to much larger extent than now. Foreigners should be on the boards of directors in order to hasten the construction of railways. The importance in the demand for silver which would thus be caused, would raise the market value of silver. This would be the most effectual answer to make to the pitiless attitude of the foreign powers. Capital may also be invited to foreign countries to aid in the extension of agriculture and mining operations.

Another method which China should adopt to aid in the recovery of the value of silver is to advocate bimetalism in her diplomatic negotiations. Native scholars in the Chinese legations abroad ought to study the question fundamentally, and press home on foreign governments the inherent injustice of gold monetarism. The gold advocates grow rich, not so much by fair commerce as by forcing the holder of silver property to resign it to the gold holder. If Chinese diplomacy were thoroughly pervaded by a sense of the injustice of the treatment to which China is exposed as a silver country, the question would become a moral one, and she would touch the consciences of the gold country governments. England gives less than she ought to give for the silk, hides wool and tea of China, because her gold policy also reduces their currency value. Honesty is the best policy. The Chinese know this when they say to be just is to secure profit. 以義為利, this must be so in the end. There would be great benefits resulting to universal humanity if England would bravely face financial difficulties in India by abandoning the cultivation of the poppy as a source of revenue, replacing it by other productions such as tea and grain, which would yield a compensating revenue. This would be doing justice to China. Also, to promote the trade between India and China, England should restore silver to its rightful place in the currency of her great dependency. The recent adoption of gold currency in the Straits and Siam is solely owing to the gold policy of the Indian government. Trade with China would be really benefited by the abandonment of opium and the substitution of silver, yarn, cotton, indigo, silk goods, tobacco and the like. China ought to send a minister to be near Lord Curzon, and he should have a foreign adviser to study Indian trade and finance from the Chinese point of view. If Sir Halliday Macartney in London is not a pronounced bimetalist, he ought to be, in order that he may aid the Chinese Minister, especially in Indian questions. The opium trade is declining. Articles to take its place must bear silver prices to suit the China market. Public sentiment in India ought to be bimetallic in order to push to a wider expansion the trade in India with China. To raise the exchange value of silver is to raise the market value of all property in silver countries.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—
On the 8th at 11.40 a.m. The depression has moved into the Pacific to the N.E. of Japan.
The thermometer has risen over Japan, fallen considerably along the China coast, particularly in the North.
From a high between the E. coast of China and W. Japan, and probably another depression has appeared over N. China.
Decreasing movement in S. China and the N. part of the China Sea.
Forecast:—moderate N.E. winds; fair.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR JANUARY.

The following were the only cards returned.

CAPTAIN'S CUP.
Mr C. W. M. ... 26-6-80
Mr E. V. D. ... 103-15-88
23 entries.

SILVER MEDAL.
Mr C. G. Matthews, R.N. ... 20-20-79
Mr C. W. M. ... 86-6-80
Mr W. N. Martin, R.N. ... 96-14-82
Mr W. L. Dwyer, R.N. ... 99-16-84
Mr E. V. D. ... 103-15-88
31 entries.

The quarterly meeting for the MacEwen, Richardson and Hoey Cups takes place from Friday, 9th, to Monday, 12th January.

ROYAL HONGKONG YACHT CLUB.

The 4th Club race was sailed on Saturday afternoon in the strongest breeze of the season. So strong was it that most of the yachts except *Dione* were reefed, though as the wind dropped considerably during the afternoon it is doubtful whether they were by their caution.

In the first class *Dione* had another very easy win. The breeze seemed to suit her and she obtained a commanding lead in the first ten minutes. *Onesie* was the nearest, but *Dione* was not far behind. *Onesie* was never far behind her. *Onesie* had a rough time while the *Onesie* went out with her whole sail; had the breeze held, it seems probable that *Onesie* would have fared better, but even as it was the boats were close together all through the race, it is clear that *Onesie* did not lose much by reducing her sail.

In the 2nd class the *Tie* led throughout, but the strong wind just suited the old *Payne*, who saved her time easily.

4TH CLUB RACE—Official times.

CLASS.	Boat	Time	Points
1st	<i>Dione</i>	4 35	10 31
2nd	<i>Vernon</i>	4 40	4 15
3rd	<i>Alannah</i>	4 42	1 15

CLASS.	Boat	Time	Points
1st	<i>Colleen</i>	4 27	10 11
2nd	<i>Benito</i>	4 28	4 5
3rd	<i>Erica</i>	4 28	4 11
4th	<i>Kathleen</i>	4 30	0 15

Kathleen has returned a protest against *Erica*.

CLASS.	Boat	Time	Points
1st	<i>Erica</i>	4 44	50 31
2nd	<i>Mail Marion</i>	4 45	50 10
3rd	<i>Payne</i>	4 44	42 49 15

This race was sailed under the old handicap.

On Sunday the 6th Club Race was sailed in a moderate North wind, which gave a plain sailing race all round the course. In the first class the two new boats again showed their marked superiority over *Alannah*, beating her by some five minutes on a 10-mile course. The start was a flakey one, the wind falling to about a flat calm for two or three minutes. *Alannah*, very smartly handled, picked up the wind first and got away with a nice lead from the other two. This lead *Alannah* slowly but surely reduced, but could not quite succeed in the distance in wiping it out altogether, and a very fast race ended with another win for *Dione*. In the one-design class the *Benito*, sailed by Mr J. Hastings, scored her first win. The *Colleen* led at the first mark, but was caught by the *Benito* just before the Gun Rock buoy was reached and having conceded the inside berth was passed at the mark and could never get on even terms again. The *Erica* came up fast in the somewhat flakey wind near the line and just lost *Colleen* for good place. The prevailing wind made the 2nd class race a gift for the *Payne*. The old boat can reach nearly as fast as the best of her class, and it is only in windward work that she is markedly inferior to the others; so that though the *Benito* established a good lead early in the race and continued adding to it throughout, neither she nor the others had a chance of saving their times on the *Payne*.

6TH CLUB RACE—Official times.

CLASS.	Boat	Time	Points
1st	<i>Dione</i>	3 21	20 45
2nd	<i>Vernon</i>	3 22	10 4
3rd	<i>Alannah</i>	3 27	1 16

The totals include the points in the 5th Club Race, *Alannah* having withdrawn her protest.

CLASS.	Boat	Time	Points
1st	<i>Benito</i>	3 37	10 15
2nd	<i>Colleen</i>	3 37	30 12
3rd	<i>Kathleen</i>	3 38	40 15

The totals do not include the points in the 5th Club race, the protest as to which has not yet been decided.

CLASS.	Boat	Time	Points
1st	<i>Dione</i>	3 35	47 10 15
2nd	<i>Benito</i>	3 37	10 15
3rd	<i>Colleen</i>	3 37	30 12
4th	<i>Payne</i>	3 54	0 34 50 10 25
5th	<i>Erica</i>	3 54	3 34 3 34
6th	<i>Chanticleer</i>	3 57	50 3 55 20 1

This race was sailed under the revised handicap. The totals do not include the points in the 5th Club race.

COMMONWEALTH'S CUPS.

The races for these Cups will be sailed on Saturdays, 10th and 17th January. Full particulars will be published later.

IT WILL NOT DO.

To fool with a bad cold. No one can tell what the end will be. Pneumonia, catarrh, chronic bronchitis and consumption invariably result from a neglected cold. As a medicine for the cure of colds, coughs and influenza, nothing can compare with Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by All Dealers; Watsons Ltd., General Agents.

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, November 28.

It has been a week lull with more or less offensive scandals. Mr Lawrence Cowen has lost his action against Mr Labouchere, and Mr Pitt Hardacre has failed to vindicate his reputation against the attack of Mr Holt. Mrs Penruddock has been fined, £50 and Miss Emma Byron has been committed for trial on the capital charge. I express no opinion on any of the verdicts, though every man I meet has something to say about every one of them, but I note that, whatever their effect on the people concerned, they do help most enormously to sell the evening papers. The British Public does like to feel its flesh creep. Give it a gory atrocity, a vile divorce case or the smirch of slander on a well-known name and its halfpence pour forth in millions. The work that most of us do is so severe and so uninteresting that we like our relaxation spiced hotly. The result of a murder trial is of far less permanent importance than the artistic or inartistic appearance of the projected Vauxhall Bridge which will serve future generations of Londoners, but for the interest taken in the two matters there is no question which most forcibly attracts the attention of the man on the top of the omnibus. More people could give you a biography of the late Herbert John Bennett, than of the late Alfred Krupp, for the latter only carried on a stupendous work of international importance, while the former presumably strangled his wife with a noose. Everyone can read now, and all read a great deal more than they think. The morning paper has become our master, ruining our eyesight in the suburban trains, and encroaching on our warty leisure, and forming nine-tenths of our conversation. Popular education has, as the French say, the defects of its virtues.

Mr Ritchie, at Croydon on Wednesday night, gave us a half-promise of a substantial reduction in the Income Tax next April, though perhaps not quite the sixpence or eightpence for which he was asked. He has, like most of us, a greedy eye on the South African gold fields. Certainly our main object in going to war was not to make the fortunes of shareholders on the Rand, and as they will necessarily profit enormously by the new regime, we may fairly look to them to contribute to the expenses of the war. As it is, the most substantial gainers hitherto have been Mr Kruger and General De Wet, who have written books thereupon. The public buy their books eagerly, and they are learning that it pays better to write about fighting than either to fight or to run away with the dollars while the others continue the combat. The next to profit will be the mine-owners, and it will be part of the work of Mr Chamberlain in South Africa to assess the amount in which these profits may fairly be mulct. Next summer at the latest, some of the chickens will be near enough to hatching to be fairly counted. Such, for instance, as the leasing of Delagoa Bay, the system of mining royalties, and the form of taxation for the natives. The British taxpayer is always ready to pay his full share of the cost of an expedition, but we have paid more than that already, and it is quite time we gave South Africa a chance of contributing also.

All future dictionaries will have to admit the word Morganisation and the verb "to Morganise" into the language. Rarely is it given to any to invent a new crime, or even so to individualise an old one as to call it a new name, as in the case of "Boycotting." But Morganisation is so definite and salient a fact that it merits philological recognition. To Morganise is to monopolise an industry, either by absorbing into one organisation all the principal competitors or by weakening rivals till they can no longer compete. It had been done before Mr Morgan came on the scene, but no one can grudge him the right to pose as the eponymous hero of the process. It is a very pleasant process for those on the inside of a Morganising movement, and sometimes consumers gain while the movement is in progress, but the world's experience in mineral oil and tobacco as manipulated in the United States shows that trusts threaten to become tyrants.

Those who take time about everything take little else.

It takes courage to wear your convictions in public.

THE BANK OF ENGLAND AND SILVER.

On reading the article in *The Investor's Review* of October, under the above heading, one is struck with the amount of vituperation upon the directors of the Bank of England for offering, in order to assist in the rehabilitation of Silver, to do that which the Bank Charter allows, namely, to keep part of the reserve against its note issue in Silver.

The Bank Directors are not inexperienced in matters of finance, and it is therefore reasonable to infer that their offer was made for good and sufficient reasons which were unknown to their censor. Thus, like all opinions based upon insufficient data, those of the writer of the article are valueless as a guide to the true understanding of the position taken by the Bank directors. One thing is clear, that the Bank of England is willing to assist in bringing to a settlement the vexed question which has so long puzzled the wisest heads of Europe and America, and for that their directors are worthy of commendation rather than censure.

From recent advice it is also clear that the British Government is prepared to consider any well-advised scheme to attain this end; but it is not prepared to accept all the proposals recently made by America and France; because, as is alleged by the Indian Government, of the losses and embarrassments that would result to her merchants and to her Government by the restoration of a ratio, now standing at about 35 to 1, to 16 to 1. In restoring a ratio with such a divergence there must inevitably be some interests which will suffer; but these would be far outweighed by the benefit to be obtained by all the nations of the world in their intercourse with each other, be it in money-lending, importing, or exporting; for with a stable ratio the uncertainties of a profit or loss through the fluctuations in the price of silver would disappear, except in so far as they might be affected by supply and demand in the currency of any given place from temporary causes. For an instance of less in borrowing money in Gold by a Silver-using country it is only necessary to point to the statement of the Hon. T. H. Whitehead, showing how the effluent luminosities of the Hongkong Government lost £1,000,000 on a loan of £400,000.

To fix this stability of ratio upon a permanent basis, and to pave the way for an easier settlement of the currency question, it would be well for all the minting countries of the world to agree upon a standard of fineness for all coins of Silver and Gold; and seeing that America, France and the Latin Union, Germany, Russia, Spain, Peru, the Argentine Republic, and Japan already possess a standard of 900 for both Silver and Gold Coins, Mexico 888 and Hongkong 900 for their Silver Dollars, while Great Britain stands alone with her Silver at 925 and Gold at 916, and India 916 for Silver; it but remains for Great Britain, her Colonies, and India to reduce their standards to bring them into conformity with those of the other countries named. This reduction of standards would necessitate the recoinage of the currency of Great Britain and her dependencies, but inasmuch as the gain on reduction would more than cover the cost of recoinage, any objection on the score of cost could not be made.

Monometallists might say that any reduction of standard would be tampering with the currency, but surely, the currency of the offence—if offence it be—cannot be compared with that of having a coin in circulation, namely, the shilling, legally worth 12 pence but containing only about 6 pence worth of Silver at the present prices of that metal.

We now come to the more complex process of adjusting the Ratios of the various nations, which monometallists deem an insuperable difficulty. It is true that this is a difficulty, and will be so long as silver is boycotted and legislated against, but that removed, like all other products of nature, silver and gold would find their own ratio of value if there were no Rings, Pools and Cornings; and to protect them from these, nothing appears so effectual as International agreement. Let us, therefore, now see how an adjustment can be arrived at. To begin with Great Britain; her Minting Act decrees that out of one pound of standard Silver there shall be coined 66 shillings and out of 40 pounds of standard Gold 1280 Sovereigns; the ratio is therefore 14.2878 Silver to 1 of Gold; the ratio of most of the European countries is 15 to 1, while that of the United States is nearly 16 to 1. Adopting the ratio of 15 to 1 as representing the greatest number of countries whose ratio it is, and whose standard of fineness is 900 for both Silver and Gold, and which consequently would not have to recoin, we now see how the standard of fineness would obtain the benefit of the difference between 15 and 16 on ratio, which, on the quantity of Silver she holds, would be a small one; while Great Britain, although not making the profit she formerly did on her ratio, by reason of coining a less number of shillings out of a pound of silver, would make a profit on the reduction of her standard of Silver and Gold—silver coins being issued in that country, the cost of recoinage would not be great; and with the further change of coining 60 shillings out of 12 ounces of Silver, thus bringing the new standard of Gold to 60 pence an ounce, the American mining price being 55 pence, giving 60 pence as the value of the U. S. Dollar, and the new standard Gold to £3.17.8 an ounce in place of £3.17.10, the exact ratio of 15 to 1 is arrived at.

Could some such arrangement be made, it would be a fitting time for Great Britain to adopt the decimal system rather than perpetuate the antiquated and cumbersome method of 20, 12 and 4 in a new currency; which to a Chinaman is as complicated as to us his own 935 Cheeping Taels, 98 fine, each tael weighing 65.7 grains, equal to 10.00 Taels of currency, and that too without a Tael being a purely arbitrary arrangement would be more satisfactory to all the nations of the world rather than the vagaries that have of late years taken place in silver because of its demonetization by one country after another, and to such an extent as to preclude either political economists, bankers, or merchants making any reliable forecast of the future. And as to forcing a Gold Currency on the 300 million inhabitants of India, thousands of whom probably have never seen gold,

why, no one but a rabid Monometallist like the Editor of the *Investor's Review* would ever dream of it. Silver will always remain the currency of the East, and silver coins may be the standard by law, because the people of the East have been accustomed for ages to use and to measure values by that metal, and it still suits them to do so. This is evidenced by the enormous quantities of silver coins which India sends to the closing of the mints to free coinage, and the metal still continues to flow into that country notwithstanding an import duty of five per cent. Japan no doubt will also be a steady importer of silver, although she has now a gold standard.

The Government decrees Gold as the standard of value, but the industrial populations of the countries above mentioned require silver, and they will continue to purchase it whether they have to do so as measured by gold or produce.

Since the closing of the mints in India to the free coinage of Silver there has been a continuous fall in the gold price of the metal, and lately a very heavy fall which must be largely attributed to the closing of the Japanese mints to Silver and the adoption of a Gold standard by that country, and not by the overproduction of Silver as asserted by most monometallists, but by the constant demonetization by one country after another. There are many opinions on the all-absorbing topic of the day. The silver question is expressed above may be taken as an outline of what the writer of the article thinks. Silver and Gold, and not Gold alone, will always continue to be used as money all the world over, for be it in Europe, or America, India or China, gold is useless compared to silver for a convenient medium for paying the smaller expenses of everyday life; therefore, why seek to establish a Gold Currency only, and disturb by legislation, except in so far as to adjust to uniformity, the relations which have existed between the two metals for so many years?—Reprinted from *China Mail* of 4th December, 1897.

REVIEWS.

A Lady's Honour. By Basil Blake. T. Fisher Unwin.

The great Duke of Marlborough figures in this novel, and the scene is mainly laid in Belgium. The hero and the villain both want to marry the same girl, and the fortunes and war, knavery and cards to say nothing of love, false and real, are all intricately mixed, and the story is told in the manner of novels, disintegrated, to the satisfaction and happiness of at least two of the characters. A feat of swimming is most graphically described.

By DOLYCHONNE WATER. By Harold Vallance. Macmillan and Co. (Forwarded by Messrs Kelly and Walsh).

All lovers of the West country will enjoy this book for the sake of the local scene truly pointed. It is a story of the 'Black Assize' of Judge Jeffreys, and tells of the woeing of a sweet clever, sometimes petulant, always charming, village heiress. The men are known, the village is known, the country scenes and barons and a person who is one of the best-drawn characters in the book. Adventure follows adventure, scheme plots against scheme, and the reader, having begun is sure to go on to find out whether the woman wins or not.

LIFE—THE INTERPRETER. By Phyllis Bottem. Longmans. (Forwarded by Messrs Kelly and Walsh).

'Average women at present haven't brains enough to seize opportunities, or to apply sensible education.' 'I don't say women lack brains, but as a rule they lack depth and continuity.' This is one of the characters in this book, but a little more of 'depth and continuity' would be an improvement to the picture of modern life drawn by this female artist. Let her seize her opportunities and apply them to the study of the human mind, and her work, life with all its puzzle, cannot be thus interpreted. The chapter headings are very good.

EARLY CHRISTIANITY IN CHINA AND THE NESTORIAN TABLET OF SI-AN FU. By E. A. Parker. Professor of Chinese at the Queen's College, Manchester. Reprinted from the 'Dublin Review,' October, 1902.

Mr Parker, comparing himself—as respects one particularly useful sphere of his manifold literary activity—with the sage of China, has advanced the modest claim to be 'merely a transmitter.' The author of the pamphlet is a missionary, and one of the most genuine is, however, pleasingly verified in his pages.

We know of no other sinologue who can write on his own ground of subjects with more lucidity or who can better gauge the attitude of the average European reader in relation to this subject. This quality, unassuming in bulk and aspect, holds in its two tiny volumes a wealth of information on a fascinating topic.

The great work in three volumes by Pire Havard, entitled 'La Stèle Chrétienne de Si-An Fu' was the crowning triumph of scholarly investigation into the Nestorian era. It is not too much to say that the author made all knowledge on the subject his own, and his book is complete and exhaustive.

'St. Peter's' is a 'transmitter' of Pire Havard, and we will do Mr Parker the justice to point out what we conceive to be the real value of his pamphlet. If we had to begin the study of early Christianity in China or to inform ourselves for the first time concerning the Si-An Fu monument, we would read, mark, learn and inwardly digest what is here written. We have in brief—

1. The history of the discovery, with geographical notes and modern references.

To-day's Advertisements

THEATRE ROYAL.

THURSDAY, 15th JANUARY, 1903.

VARIETY ENTERTAINMENT

in aid of the Sailors' and Soldiers' Institute, Arsenal Street.

GRAND NAVAL ASSAULT AT ARMS

by Members of the Crews of H.M.S. 'ALBION' and H.M.S. 'OCEAN.'

INTERLUDE by the celebrated STRING BAND (under the baton of Signor de Roberti) of H.M.S. 'ALBION,' kindly lent for the occasion by Rear-Admiral H. T. Grenfell and Officers.

MARVELOUS CONJURING by Wan Lufi, the Wizard of Kwang Tung, and the Sprite Chan Fuk—only 7 years of age.

To conclude with a WONDERFUL ACROBATIC PERFORMANCE by Wan Lufi's famous Troupe of Acrobats.

Doors Open at 8.30 p.m.

Performance from 9 to 11 p.m.

Pieces.....\$3, \$2, and \$1.

Box Office at the Commodore's City Hall will be open on and after Monday, the 12th January, 1903.

Hongkong, 8th January, 1903. 57

TO LET.

PLEASANTLY-SITUATED HOUSE, with Four good Rooms, in healthy neighbourhood, from 1st February. Rent \$100 a month, inclusive. Within 10 minutes of Clock Tower.

Apply to

Box 343, G.P.O., Hongkong.

Hongkong, January 8, 1903. 50

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSANG.

Captain G. S. W. General will be despatched as above on WEDNESDAY, the 14th January, 1903, at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, January 8, 1903. 50

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship SALAZAR.

Captain ACHER will be despatched for the above ports on or about WEDNESDAY, the 14th January.

G. DE CHAMPEAUX, Agent.

Hongkong, January 8, 1903. 52

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship INDRADO.

Captain EASTMAN will be despatched as above on or about 10th February next.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, January 8, 1903. 63

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

TRIESTE DIRECT, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUZ, AND PORT SAID.

(Taking Cargo at through Rates to the Brazils, to SOUTH AFRICA, Red Sea, Black Sea, Levant, YENICE and ADRIATIC PORTS.)

THE Company's Steamship SILESIA.

Captain GREZZO will be despatched as above on MONDAY, the 18th January, p.m.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passages and Freight, apply to SANDER, WILDER & Co., Agents.

Hongkong, January 8, 1903. 55

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Company's Steamship Glenfiddie.

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th inst., will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Company within ten days after the steamers' arrival, after which no Claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, January 8, 1903. 51

RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.

With Woodcuts.

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

Price.....\$2.00.

CHINA MAIL Office, 5 Wyndham Street, Hongkong.

To-day's Advertisements

THEATRE ROYAL.

TO-NIGHT, FRIDAY and SATURDAY.

8th, 9th and 10th JANUARY.

THE IMPERIAL BIOSCOPE.

THE LATEST AND MOST PERFECT ANIMATED PICTURES.

Direct from London to Hongkong. Complete set of Pictures of the Coronation Festivities.

Pictures from all parts of the World.

A First-class Entertainment worked by a competent operator.

Vide Shanghai Press of last Winter.

'In fact it is the first general, pleasurable exhibition of the kind ever given in Shanghai'—though the excellent manner in which the instrument was manipulated had a large share in the success which was secured.

Prices.....\$3, \$2, and \$1.

Doors open 8.30. Start 9.00.

Plan at the Robinson Piano Co., Ltd.

T. J. STEVENSON, Proprietor.

Hongkong, January 8, 1903. 34

ROTHEN MARK LODGE—No. 264.

A MEETING of EMERGENCY of the ROTHEN MARK LODGE will be held at the 'Burmah' Hall, on WEDNESDAY, the 14th Instant, at 5.00 for 5.30 p.m. precisely. VISITING BRETHREN are cordially

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

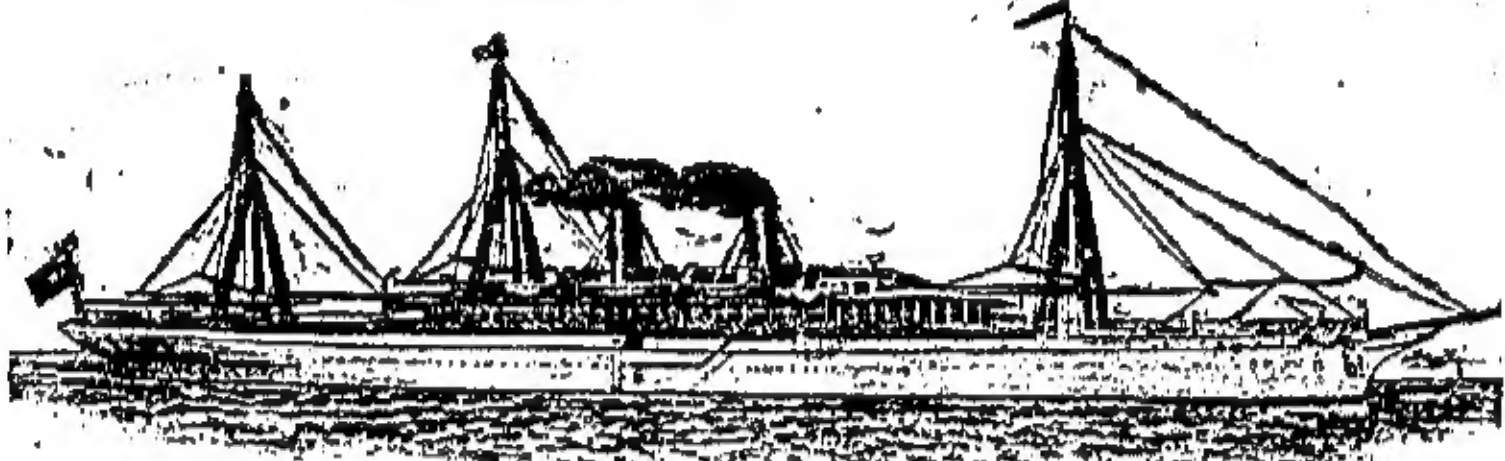
OSTASIATISCHER FRACHTAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.			
FOR HAVRE, BREMEN AND HAMBURG.	CALLING AT SINGAPORE AND COLOMBO.	13th January, 1903	Freight and Passengers.
S.S. <i>Silesia</i> , Capt. BAILEY.			
FOR HAVRE AND HAMBURG.	CALLING AT SINGAPORE AND PENANG.	20th January, 1903	Freight.
S.S. <i>Nürnberg</i> , Capt. JABRO.			
FOR HAVRE AND HAMBURG.	CALLING AT SINGAPORE AND COLOMBO.	10th February, 1903	Freight and Passengers.
S.S. <i>Wurzburg</i> , Capt. V. BINDER.			
FOR HAVRE AND HAMBURG.	CALLING AT SINGAPORE AND PENANG.	24th February, 1903	Freight.
S.S. <i>O. Ferd. Louis</i> , Capt. FUCHS.			

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

1903			
R.M.S. <i>EMPEROR OF CHINA</i>	8000 TONS.....	WEDNESDAY, Jan. 14.	
R.M.S. <i>EMPEROR OF INDIA</i>	6000 TONS.....	WEDNESDAY, Feb. 11.	
R.M.S. <i>EMPEROR OF JAPAN</i>	4250 TONS.....	WEDNESDAY, Feb. 25.	
R.M.S. <i>EMPEROR OF CHINA</i>	8000 TONS.....	WEDNESDAY, Mar. 11.	
R.M.S. <i>EMPEROR OF INDIA</i>	6000 TONS.....	WEDNESDAY, Mar. 18.	
R.M.S. <i>EMPEROR OF JAPAN</i>	4250 TONS.....	WEDNESDAY, Apr. 1.	
R.M.S. <i>EMPEROR OF CHINA</i>	8000 TONS.....	WEDNESDAY, Apr. 22.	
R.M.S. <i>EMPEROR OF INDIA</i>	6000 TONS.....	WEDNESDAY, May 6.	
R.M.S. <i>EMPEROR OF JAPAN</i>	4250 TONS.....	WEDNESDAY, May 13.	
R.M.S. <i>EMPEROR OF CHINA</i>	8000 TONS.....	WEDNESDAY, May 27.	

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 10 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 9, 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PACIFIC OVERLAND TRAINS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
FEDDER STREET.

Hongkong, January 2, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

Callings from Hongkong, via SHANGHAI, INLAND SEA OF JAPAN, MOI, KOBÉ AND YOKOHAMA; FOR PORTLAND, OREGON.

OPERATION IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	HONGKONG.
INDRAVELLI.....	4399	W. E. GAVEN	January 14, 1903
INDRAPURA.....	4399	A. E. HOLLINGSWORTH	February 13, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 6th January, 1903.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Date.
KAWACHI MARU, J. S. THOMPSON.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 10th Jan., at Daylight.
TOSA MARU, A. CHRISTIANSEN.	VICTORIA, F.C., and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBÉ AND YOKOHAMA.	TUESDAY, 13th Jan., at 4 p.m.
YAMAGUCHI MARU, S. YOSHIZAWA.	KOBÉ AND YOKOHAMA.	TUESDAY, 13th Jan., at Noon.
MAKATA MARU, F. L. SOMMER.	NAGASAKI, KOBÉ AND YOKOHAMA.	TUESDAY, 13th Jan., at Daylight.
KASUGA MARU, H. FRASER.	NAGASAKI, KOBÉ AND YOKOHAMA.	FRIDAY, 23rd Jan., at Noon.
MIYOGI MARU, F. DAVIES.	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 24th Jan., at Daylight.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, January 6, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL.....	PRINCESS.....	14th January.
GLASGOW AND LIVERPOOL.....	PRINCESS.....	22nd January.
GLASGOW AND LIVERPOOL.....	PRINCESS.....	29th January.
GLASGOW AND LIVERPOOL.....	PRINCESS.....	3rd February.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON.....	ANTENOR.....	20th January.
LONDON.....	TELEMACHUS.....	3rd February.
LONDON.....	PROMETHEUS.....	17th February.
LONDON.....	DIONYS.....	3rd March.

LIVERPOOL BERTH.

(Taking Cargo at London Rates.)

LIVERPOOL.....	TYDEUS.....	24th January.
LIVERPOOL.....	DARDANUS.....	20th February.

CONTINENTAL BERTH.

MARSEILLES, ANTWERP and AMSTERDAM.....	GOERCK.....	13th January.
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TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, and TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ AND YOKOHAMA.....	PAKING.....	24th January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 8, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI.....	WUHSUNG.....	9th January.
Cebu and ILOILO.....	KAIPOK.....	13th January.

THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE..... <td>TAIYUAN * 1</td> <td>20th January.</td>	TAIYUAN * 1	20th January.
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MANILA..... <td>TAIYUAN * 2</td> <td>20th January.</td>	TAIYUAN * 2	20th January.
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KOBÉ AND YOKOHAMA..... <td>TAIYUAN * 3</td> <td>21st January.</td>	TAIYUAN * 3	21st January.
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* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, January 8, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PRINCESS IRENE.....	WEDNESDAY, 21st Jan., 1903.
DARMSTADT.....	WEDNESDAY, 4th Feb., 1903.
STUTTGART.....	WEDNESDAY, 18th Feb., 1903.
PRINCESS.....	WEDNESDAY, 4th March, 1903.
HAMBURG.....	WEDNESDAY, 18th March, 1903.
PRINZ HEINRICH.....	WEDNESDAY, 1st April, 1903.
SACHSEN.....	WEDNESDAY, 15th April, 1903.
KLAUSCHOU.....	WEDNESDAY, 29th April, 1903.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 21st day of January, 1903, at Noon, the Steamship PRINCESS IRENE, of the Norddeutscher Lloyd, Captain G. DANKMANN, calling at NAGASAKI and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th January, Cargo and Space will be received on Board until 5 p.m. on TUESDAY, the 20th Jan., and Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

NORTHERN PACIFIC S.S. CO
BOSTON STEAMSHIP CO.
BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	1902.
OLYMPIA.....	2837	J. Truebridge	Jan. 17.
PLEIADES.....	3753	F. G. Purinton	Jan. 24.

Steamers marked (*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to

Dodwell & Co., Limited, General Agents.

Hongkong, January 3, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE indicated—

STEAMSHIP.	CAPTAIN.	DATE.
Y.M.A. VIA SEAI, MOJI AND KOBÉ.....	W. HAYWARD, R.N.R.	About 13th January.
Y.M.A. VIA SEAI, MOJI AND KOBÉ.....	E. P. MARTIN, R.N.R.	About 13th January.
SHANGHAI.....	C. D. BENNETT, R.N.R.	17th January.
LONDON & BOMBAY.....	F. SUMMERS, R.N.R.	Noon, 17th Jan.
SINGAPORE & BOMBAY.....	C. R. LINDEN, R.N.R.	About 24th Jan.

PASSENGER SEASON, 1903.

For MARSEILLES, LONDON and LONDON DIRECT.....
Without Transshipment.....
* See Special Advertisement.
+ For Freight only.
+ Calling at PENANG if sufficient inducement offered.
For Freight or Passage, and further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, January 8, 1903.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Porter—Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
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ZAFIRO.....	2540	R. Rodger	Manila Direct	Jan. 9, at Noon.
RUBI.....	2540	R. W. Almond		Jan. 16, at Noon.
PERLA.....	1980	J. McGinley		
DIAMANTE.....	1980	A. H. Notely		

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, January 3, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMER	LEAVING
TAMSAI, Via SWATOW AND AMOI.....	DAIJO MARU	SUNDAY, 11th January.
FOOCHOW, Via SWATOW AND AMOI.....	ANPIN MARU	WEDNESDAY, 14th January.
AMOI, Via SWATOW AND AMOI.....	DAIJO MARU	SUNDAY, 18th January.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest at Lloyd's.

Steamers will go alongside the Co.'s Quays at the Customs water-front premises at Tamsui to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA,
MANAGER.

Hongkong, January 8, 1903.

CHINA NAVIGATION
CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 30 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 20th Jan. 1903.

"CHANGSHA" " " " 18th Feb.

"CHINGTU" " " " 4th April.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

Hongkong, January 3, 1903.

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROHILLA MARU, 3869 Tons, Captain E. P. BISHOP, will be despatched for MANILA on SATURDAY, the 10th January, at Noon. To be followed by Rosetta Maru on

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardesses carried.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Prince's Building, Ice House Street, Hongkong, January 7, 1903.

STEAM FOR ODESSA.

Taking Cargo for COLOMBO, BOMBAY and PORT SAID.

THE Russian Steamer HERMANN LERCHE, will be despatched for above ports on or about 10th January.

For Freight and further particulars, apply to

BRADLEY & Co., Agents.

Hongkong, January 6, 1903.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI & FOOCHOW. THE Company's Steamship HAILING.

Captain GIBSON, will be despatched for the above Ports on FRIDAY, the 9th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LIPPAK & Co., General Managers.

Hongkong, January 6, 1903.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TYNOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain ELLIS, will be despatched as above on FRIDAY, the 9th January, 1903, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, December 17, 1902.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship DARMSTADT, of the Norddeutscher Lloyd, Captain G. MEINERS, due here with the outward German Mail about SUNDAY, p.m. the 11th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, January 7, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(FLORENCE & RUSTIUM UNITED COMPANIES.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALA.

(Taking Cargo at through rates to PERLAS, GULF and BAHAM, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship SCIOA, Captain MUZZO, will be despatched as above on TUESDAY, the 12th inst., at Noon.

At Bombay the steamer is discharging in VICTORIA DOCK ADEN, SUZ, PORT SAID.

For further particulars regarding Freight and Passage, apply to

CARLOVITZ & Co., Agents.

Hongkong, January 7, 1902.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERLAS, GULF, CONTINENTAL AMERICAN PORTS, and SOUTH AMERICAN PORTS.

THE Steamship BALLAARAT, Capt. J. SCHEER, carrying His Majesty's Mails, will be despatched from this for BOMBAY on SATURDAY, the

